

**TO: JAMES L. APP, CITY MANAGER**  
**FROM: RON WHISENAND, COMMUNITY DEVELOPMENT DIRECTOR**  
**SUBJECT: BICYCLE MASTER PLAN**

**DATE: DECEMBER 15, 2009**

**Needs:** For the City Council to adopt the Bicycle Master Plan and the associated Negative Declaration.

- Facts:**
1. Pursuant to the Circulation Element of the 1991 General Plan Update, the City adopted its first Bikeway Master Plan in 1993. This plan was subsequently updated in 2002, and will need to be updated every five years consistent with the State's funding cycle.
  2. To qualify for bicycle facility improvement grants, the City is required to adopt an updated Bicycle Master Plan by December 31, 2009 that incorporates specific criteria in the State Streets and Highways Code.
  3. The Bicycle Master Plan includes goals, policies and actions to help create a "bicycle-friendly" city to encourage use of bicycles for commuting and recreation. (Attachment 1, Bicycle Master Plan)
  4. An analysis of existing bikeway facilities, identification of deficiencies and proposed new and/or improved facilities is provided in the Plan. The Plan also includes maps that identify destinations and proposed facilities, as well as a bikeway improvement project list, cost estimates, and list of funding sources.
  5. It is not anticipated that the City will need to hire outside resources or staff to implement this bike plan.
  6. The Draft Bicycle Master Plan was presented to the Parks and Recreation Advisory Committee, Youth Commission, REC Foundation, and Planning Commission. All of these groups provided input on the project and recommended approval of the Plan to the City Council.
  7. Per the California Environmental Quality Act (CEQA), an environmental review was prepared for this project. No significant environmental impacts were identified as a result of the Bicycle Master Plan. A Draft Negative Declaration has been prepared for consideration. (Attachment 2)

**Analysis  
and**

**Conclusions:** The Bicycle Master Plan will position the City to pursue funding for a variety of bikeway improvements, and establishes the direction for meaningful bicycle programs. The recently completed South Vine Street is an example of a project that would not have been possible without bicycle facility improvement grants.

The Plan is consistent with, and supports many other on-going (and completed) City projects and programs. In particular, the Plan is a key component needed to achieve programs in the Circulation Element Update. For instance, as mandated by the State, the Circulation Element incorporates the "Complete Street" concept. Complete Streets are

roadways designed to safely and comfortably accommodate all users of the road including bicyclists, pedestrians, people with mobility aids, transit riders, and motorists. By having safer, more comfortable street improvements for pedestrians, bicyclists and transit users, residents may become less reliant on the use of automobiles. Other benefits anticipated through implementation of the Bike Plan include reduced traffic congestion, air pollution, and parking space demands.

The Bicycle Master Plan is designed to provide easy access to bikeways, and better connectivity throughout the City. The bikeways are proposed to link neighborhoods to schools, commercial areas and employment centers. They are also proposed in locations that facilitate recreational riding within the City, and connections to regional bicycling routes.

A significant component of the Plan is focused on bicycle safety education programs for school age bike riders and commuters. Additionally, programs are included to work with the business community to encourage bike riding to businesses and bicycle-related tourism.

The Bicycle Master Plan includes a list of proposed bikeway improvements and cost estimates. Each bikeway shown on the maps is described on the project list. This list is intended to provide general prioritized guidance for projects to pursue over time. Priority 1 projects are generally less expensive and easier to improve, while the Priority 2 and 3 projects that are more complex and expensive. However, improvements may come forward in a different order than listed if funding (and funding partners) becomes available.

The Bicycle Master Plan complies with the criteria established in the State Streets and Highways Code, of the California Bicycle Transportation Act, Section 890-894.2. An environmental analysis was prepared for the Bicycle Master Plan. No environmental impacts were identified, and therefore a Negative Declaration has been prepared in accordance with CEQA.

**Options:** After opening the public hearing and taking public testimony, the City Council is requested to take one of the actions listed below:

- a. By separate motions: 1) adopt the Negative Declaration; and 2) adopt the Bicycle Master Plan.
- b. Amend, modify, or reject the above-listed action.
- c. Request additional information and analysis.

**Staff Report Prepared By:** Susan DeCarli, AICP

**Attachments:**

1. Bicycle Master Plan
2. Initial Study and Negative Declaration
3. Resolution to adopt the Negative Declaration
4. Resolution to adopt the Bicycle Master Plan
5. Newspaper Notice

# **Attachment 1**

## **Bicycle Master Plan Under Separate Cover**



**ENVIRONMENTAL INITIAL STUDY CHECKLIST FORM  
CITY OF PASO ROBLES**

**1. PROJECT TITLE:** **Paso Robles Bicycle Master Plan**

**Concurrent Entitlements:**

**2. LEAD AGENCY:** City of Paso Robles  
1000 Spring Street  
Paso Robles, CA 93446

**Contact:** Susan DeCarli, Planning Manager  
**Phone:** (805) 237-3970  
**Email:** sdecarli@prcity.com

**3. PROJECT LOCATION:** Citywide

**4. PROJECT PROPONENT:** City of Paso Robles

**Contact Person:** Susan DeCarli

**Phone:** See above  
**Email:**

**5. GENERAL PLAN DESIGNATION:** Not applicable

**6. ZONING:** Not applicable

**7. PROJECT DESCRIPTION:**

This project is a comprehensive, citywide Bicycle Master Plan. The intent of the plan is to provide convenient, safe bikeways throughout the City to encourage the use of bicycles as an alternative mode of transportation. The objectives of the plan are to reduce traffic congestion and air pollution, improve recreational opportunities and health benefits for residents.

The bike plan includes maps identifying the location of new and enhanced bikeway facilities, including shared bikeways, Class I, Class II, and Class III bikeways, sharrows, and bike boulevards. The bikeway network is designed to provide better connections between neighborhoods and schools, employment areas, and commercial area such as shopping centers and the downtown. The plan identifies locations suitable for improved recreational

bicycling, and also identifies regional connections. Additionally, the plan includes a downtown bike parking plan, and recommendations to amend the City Zoning Code to require bike racks and commuter shower and changing facilities with new development.

The Bicycle Master Plan includes a series of goals, policies and actions to expand the Safe Routes to School program to increase safe bike routes from neighborhoods to schools, and programs to encourage and educate students on safe riding skills.

A bikeway improvement project list, cost estimate and list of funding sources is also included in the Bicycle Master Plan.

If future bike facility projects are determined to be a “project” per CEQA, a specific environmental determination will be required to be prepared for those projects.

**8. ENVIRONMENTAL SETTING:**

The environmental setting for this project is the City of Paso Robles citywide system of streets and trails infrastructure.

**9. OTHER AGENCIES WHOSE APPROVAL IS REQUIRED (AND PERMITS NEEDED):**

San Luis Obispo Council of Governments  
California Department of Transportation

**ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:**

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

- |   |  |   |
|---|--|---|
| <input type="checkbox"/> Aesthetics               | <input type="checkbox"/> Agriculture Resources         | <input type="checkbox"/> Air Quality                        |
| <input type="checkbox"/> Biological Resources     | <input type="checkbox"/> Cultural Resources            | <input type="checkbox"/> Geology /Soils                     |
| <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Hydrology / Water Quality          |
| <input type="checkbox"/> Land Use / Planning      | <input type="checkbox"/> Mineral Resources             | <input type="checkbox"/> Noise                              |
| <input type="checkbox"/> Population / Housing     | <input type="checkbox"/> Public Services               | <input type="checkbox"/> Recreation                         |
| <input type="checkbox"/> Transportation/Traffic   | <input type="checkbox"/> Utilities / Service Systems   | <input type="checkbox"/> Mandatory Findings of Significance |

**DETERMINATION:** (To be completed by the Lead Agency)

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature: \_\_\_\_\_

Date \_\_\_\_\_

## EVALUATION OF ENVIRONMENTAL IMPACTS:

1. A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must take account of the whole action involved. Answers should address off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. “Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required.
4. “Negative Declaration: Less Than Significant With Mitigation Incorporated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less Than Significant Impact.” The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from “Earlier Analyses,” as described in (5) below, may be cross-referenced).
5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
  - a. Earlier Analysis Used. Identify and state where they are available for review.
  - b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
  - c. Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
7. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
8. The explanation of each issue should identify:
  - a. the significance criteria or threshold, if any, used to evaluate each question; and
  - b. the mitigation measure identified, if any, to reduce the impact to less than significance



	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**I. AESTHETICS:** Would the project:

- |   |                          |                          |                                     |                          |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a. Have a substantial adverse effect on a scenic vista? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: The location of future bike routes may be in areas with scenic vistas. However, the Bicycle Master Plan is a planning policy document intended to plan for new bikeways, but not construct them. Therefore, this project will not result in direct impacts on scenic vistas. Future impacts from bikeways on scenic vistas will likely result in less than significant environmental impacts since bikeways are generally low-impact facilities that do not require significant alterations to landforms.

Construction of future bikeways will be required to have project-specific environmental analyses prepared to determine environmental impacts and potential mitigation measures.

- |  |                          |                          |                                     |                          |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: See Ia.

- |   |                          |                          |                                     |                          |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| c. Substantially degrade the existing visual character or quality of the site and its surroundings? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: See Ia.

- |   |                          |                          |                          |                                     |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? (Sources: 1, 2, 10) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: Bikeway facilities planned for in this document are not intended to be lighted or use materials that would result in glare. Therefore, this project could not result in environmental impacts due to light or glare.

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**II. AGRICULTURE RESOURCES:** In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:

- |  |                          |                          |                          |                                     |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: This Bicycle Master Plan does not include planning for bike facilities that would be located on farmland pursuant to the FMMP. Therefore, this project would not result in direct or indirect impacts to agricultural resources.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract? Discussion: See IIa.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use? Discussion: See IIa	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**III. AIR QUALITY:** Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

a. Conflict with or obstruct implementation of the applicable air quality plan? (Source: 11)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Discussion: This project is consistent with the objectives of the San Luis Obispo Clean Air Plan since it would help reduce vehicle miles traveled by providing an alternative to travel by automobile, and would therefore reduce vehicle emissions. Therefore, this project would not result in significant air quality impacts or conflict with San Luis Obispo Clean Air Plan.

Prior to construction of bike paths would require project-specific construction related air quality analysis and may require construction related mitigations.

b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation? (Source: 11)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Discussion: This project is anticipated to result in beneficial air quality impacts.  
See IIIa.

c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)? (Source: 11)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Discussion: One of the objectives of implementing the Bicycle Master Plan is to reduce vehicle miles traveled by automobiles by providing for alternative means of transportation by bicycle. This would reduce air pollution emissions from vehicles, including criteria pollutants. Therefore, this project would not result in significant air quality impacts.

Future bikeway construction projects would be required to have a project-specific environmental analysis

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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prepared, which would identify potential construction related air pollution impacts and mitigation measures.

- |   |                          |                          |                          |                                     |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| d. Expose sensitive receptors to substantial pollutant concentrations? (Source: 11) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: This project is a planning document intended to reduce vehicle miles traveled by automobile and air pollution emissions, which would also reduce air pollution emissions that may affect sensitive receptors. Therefore, this project will not result in impacts to sensitive receptors.

- |  |                          |                          |                          |                                     |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| e. Create objectionable odors affecting a substantial number of people? (Source: 11) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: This is a bicycle planning document that could not result in direct or indirect odors affecting residents.

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**IV. BIOLOGICAL RESOURCES:** Would the project:

- |  |                          |                          |                                     |                          |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: This is a bicycle planning document that could not result in direct biological impacts. However, future bikeway construction projects would be required to have project-specific environmental analyses prepared, which would identify potential construction related biological impacts if bike facilities are to be constructed in areas with biological resources, and appropriate mitigation measures.

- |  |                          |                          |                                     |                          |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: See IVa

- |  |                          |                          |                                     |                          |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: See IVa

- |  |                          |                          |                                     |                          |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| d. Interfere substantially with the movement of any native resident or migratory fish or | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?				

Discussion: See IVa

- |   |                          |                          |                          |                                     |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: The Bicycle Master Plan does not conflict with any local policies or ordinances that protect biological resources.

- |  |                          |                          |                          |                                     |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: The Bicycle Master Plan does not conflict with any conservation plans applicable in Paso Robles.

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**V. CULTURAL RESOURCES:** Would the project:

- |  |                          |                          |                                     |                          |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a. Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: This is a bicycle planning document that could not result in direct impacts on cultural resources. However, future bikeway construction projects would be required to have project-specific environmental analyses prepared, which would identify potential project-specific cultural resource impacts if bike facilities are to be constructed in areas with cultural resources, and appropriate mitigation measures.

- |   |                          |                          |                          |                          |
|---|--------------------------|--------------------------|--------------------------|--------------------------|
| b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|--------------------------|

Discussion: See Va

- |   |                          |                          |                          |                          |
|---|--------------------------|--------------------------|--------------------------|--------------------------|
| c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|--------------------------|

Discussion: See Va

- |  |                          |                          |                          |                          |
|--|--------------------------|--------------------------|--------------------------|--------------------------|
| d. Disturb any human remains, including those interred outside of formal cemeteries? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|--------------------------|

Discussion: See Va

<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
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**VI. GEOLOGY AND SOILS:** Would the project:

a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. (Sources: 1, 2, & 3)

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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*Discussion:* While the City of Paso Robles is located within an area with known earthquake faults and activity, this project is a bicycle planning document that could not result in exposing people or structures to earthquake related risks.

Future bikeway construction projects would be required to have project-specific environmental analyses prepared, which would identify potential project-specific earthquake related impacts and appropriate mitigation measures.

ii. Strong seismic ground shaking? (Sources: 1, 2, & 3)

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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*Discussion:* While the City of Paso Robles is located within an area with known seismic activity, this project is a bicycle planning document that could not result in exposing people or structures to seismic related risks.

Future bikeway construction projects would be required to have a project-specific environmental analysis prepared, which would identify potential project-specific seismic related impacts and appropriate mitigation measures.

iii. Seismic-related ground failure, including liquefaction? (Sources: 1, 2 & 3)

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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*Discussion:* See VIai

b. Landslides?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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*Discussion:* This project is a bicycle planning document that could not result in direct impacts resulting from landslides.

Future bikeway construction projects would be required to have a project-specific environmental analysis prepared, which would identify potential project-specific landslide related impacts and appropriate mitigation measures.

c. Result in substantial soil erosion or the loss

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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of topsoil? (Sources: 1, 2, & 3)

*Discussion:* Future bikeway construction projects would be required to have a project-specific environmental analysis prepared, which would identify potential project-specific soil erosion related impacts and appropriate mitigation measures.

- |  |                          |                          |                                     |                          |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| d. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

*Discussion:* See response to item VIc, above.

- |  |                          |                          |                                     |                          |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| e. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

*Discussion:* See response to item VIc, above.

- |  |                          |                          |                          |                                     |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| f. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

*Discussion:* This project would not result in wastewater disposal related impacts.

**VII. GREENHOUSE GAS EMISSIONS:** Would the project:

- |   |                          |                          |                          |                                     |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

*Discussion:* Implementation of the Bicycle Master Plan will result in beneficial impacts by reducing greenhouse gas emissions by providing alternative transportation to vehicles.

- |  |                          |                          |                          |                                     |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| b. Conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gasses? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

*Discussion:* Implementation of the Bicycle Master Plan supports regulations intended to reduce greenhouse gas emissions by providing alternative transportation to vehicles.

**VIII. HAZARDS AND HAZARDOUS MATERIALS:** Would the project:

- |   |                          |                          |                          |                                     |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a. Create a significant hazard to the public or the environment through the routine | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

	<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
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transport, use, or disposal of hazardous materials?

Discussion: This project could not result in impacts related to routine transport, use, or disposal of hazardous materials.

- |   |                          |                          |                          |                                     |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: This project could not result in impacts related to accidental conditions involving the release of hazardous materials into the environment.

- |   |                          |                          |                          |                                     |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: This project could not result in impacts related to emitting hazardous emissions, materials, substances, or waste within one-quarter mile of an existing or proposed school

- |  |                          |                          |                                     |                          |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: Implementation of this project would require project-specific environmental analysis for construction of bikeway facilities which would identify if they would be located on hazardous sites and appropriate mitigation measures.

- |  |                          |                          |                          |                                     |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: The proposed Bikeway Master Plan and implementation of the plan is consistent with the Paso Robles Airport Land Use Plan.

- |   |                          |                          |                          |                                     |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: There are no private airstrips in the City of Paso Robles.

	<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Discussion: This project is not in conflict with nor could it affect emergency response or emergency evacuation plans.				
h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Discussion: This project could not result in exposing people or structures to wildland fires risks.				

**IX. HYDROLOGY AND WATER QUALITY:** Would the project:

a. Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Discussion: The project will not affect groundwater quality since this project does not directly extract groundwater or otherwise affect these resources.				
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., Would the production rate of pre-existing nearby wells drop to a level which would not support existing land uses or planned uses for which permits have been granted)? Would decreased rainfall infiltration or groundwater recharge reduce stream baseflow? (Source: 7)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Discussion: This project could not impact groundwater supplies.				
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site? (Source: 10)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Discussion: The Bicycle Master Plan could not directly affect drainage, however bikeways planned in the future will need to be designed to minimize land alterations that would result drainage and/or erosion impacts. Project-specific environmental analyses will be required for future bikeways and mitigation measures implemented to reduce drainage impacts from the construction of bikeways.				



	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site? (Source: 10) <i>Discussion: See response to item c, above.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff? (Source: 10) <i>Discussion: See response to item c, above.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Otherwise substantially degrade water quality? <i>Discussion: See response to item c, above.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? <i>Discussion: The proposed project does not apply to this impact.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h. Place within a 100-year flood hazard area structures which would impede or redirect flood flows? <i>Discussion: The proposed project does not apply to this impact.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam? <i>Discussion: The proposed project will not directly result in exposing people or structures to flooding hazards, however, future bikeways that may be located in the Salinas River area will need to be designed to minimize this potential risk. This potential impact will need to be evaluated in a project-specific environmental analysis.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
j. Inundation by mudflow? <i>Discussion: The proposed project does not apply to this impact.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
k. Conflict with any Best Management Practices found within the City's Storm Water Management Plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion: The proposed project would not directly conflict with BMPs in the City's Storm Water Master Plan, however future bikeway facilities will need to be designed so that they are consistent with this SWMP.

l. Substantially decrease or degrade watershed storage of runoff, wetlands, riparian areas, aquatic habitat, or associated buffer zones?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Discussion: The proposed project does not apply to this impact.

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**X. LAND USE AND PLANNING:** Would the project:

a. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Discussion: The proposed project does not apply to this impact.

b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Discussion: The Bicycle Master Plan is consistent with and implements policies of the City's General Plan, and is not in conflict with other adopted codes or regulations.

c. Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Discussion: There are no habitat or natural community conservation plans applicable in the City of Paso Robles.

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**XI. MINERAL RESOURCES:** Would the project:

a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? (Source: 1)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Discussion: The proposed project does not apply to this impact.

b. Result in the loss of availability of a locally-important mineral resource recovery site	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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	<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
delineated on a local general plan, specific plan or other land use plan? (Source: 1)				
Discussion: See Xia				

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**XII. NOISE:** Would the project result in:

a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? (Source: 1)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Discussion: The proposed project does not apply to this impact.

b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Discussion: See XIIa

c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Discussion: See XIIa

d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Discussion: See XIIa

e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? (Sources: 1, 4)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Discussion: See XIIa

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**XIII. POPULATION AND HOUSING:** Would the project:

a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
roads or other infrastructure)? (Source: 1) Discussion: The proposed project does not apply to this impact.				
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? Discussion: See XIIIa	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? Discussion: See XIIIa	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**XIV. PUBLIC SERVICES:** Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

a. Fire protection? (Sources: 1,10) Discussion: The proposed project does not apply to this impact.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Police protection? (Sources: 1,10) Discussion: See XIV a	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Schools? Discussion: See XIVa	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Parks? Discussion: See XIVa	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Other public facilities? (Sources: 1,10) Discussion: See XIVa	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**XV. RECREATION**

a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
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facility would occur or be accelerated?

Discussion: The Bicycle Master Plan would not result in direct impacts to park and recreation facilities, however implementation of the Plan is intended to link bikeways to these facilities. Future development of project-specific bikeway facilities would be required to have environmental analyses prepared, including a determination of potential impacts to park and recreation facilities and mitigation measures.

- |   |                          |                          |                                     |                          |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: The Bicycle Master Plan would not result in direct impacts to recreation facilities, however implementation of the Plan is intended to link bikeways to recreational facilities. Future development of project-specific bikeway facilities would be required to have environmental analyses prepared, including a determination of potential impacts to recreation facilities and mitigation measures.

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**XVI. TRANSPORTATION/TRAFFIC:** Would the project:

- |  |                          |                          |                          |                                     |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a. Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: This project will not result in direct impacts to traffic, however implementation of the Plan is anticipated to result in beneficial impacts to traffic congestion and street level of service when implemented in the future.

- |  |                          |                          |                          |                                     |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| b. Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: See XVIa

- |   |                          |                          |                          |                                     |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: See XVIa

- |  |                          |                          |                          |                                     |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Discussion: This project does not apply to this impact.				
e. Result in inadequate emergency access? Discussion: See XVIId	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Result in inadequate parking capacity? Discussion: This project will not result in direct impacts to parking capacity, however implementation of the Plan is anticipated to result in beneficial impacts to parking impacts when implemented in the future.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g. Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)? Discussion: This project implements programs supporting alternative transportation, therefore, it would not conflict with these adopted policies, plans, or programs.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**XVII. UTILITIES AND SERVICE SYSTEMS:** Would the project:

a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? Discussion: This project does not apply to this impact.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? Discussion: See XVIIa	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? Discussion: See XVIIa	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? Discussion: See XVIIa	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
e. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project=s projected demand in addition to the provider=s existing commitments? Discussion: See XVIIa	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? Discussion: See XVIIa	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g. Comply with federal, state, and local statutes and regulations related to solid waste? Discussion: See XVIIa	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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**XVIII. MANDATORY FINDINGS OF SIGNIFICANCE**

a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? Discussion: This project will not result in direct or indirect impacts that would have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species or eliminate important examples of the major periods of California history or prehistory.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)? Discussion: The project does not have impacts that are individually limited, but cumulatively considerable.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Potentially  
Significant  
Impact**

**Less Than  
Significant with  
Mitigation  
Incorporated**

**Less Than  
Significant  
Impact**

**No  
Impact**

indirectly?

Discussion: The project does not have the potential to result in environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly.



**EARLIER ANALYSIS AND BACKGROUND MATERIALS.**

Earlier analyses may be used where, pursuant to tiering, program EIR, or other CEQA process, one or more effects have been adequately analyzed in an earlier EIR or negative declaration. Section 15063 (c)(3)(D).

Earlier Documents that may have been used in this Analysis and Background / Explanatory Materials

<b><u>Reference #</u></b>	<b><u>Document Title</u></b>	<b><u>Available for Review at:</u></b>
1	City of Paso Robles General Plan	City of Paso Robles Community Development Department 1000 Spring Street Paso Robles, CA 93446
2	City of Paso Robles Zoning Code	Same as above
3	City of Paso Robles Environmental Impact Report for General Plan Update	Same as above
4	2005 Airport Land Use Plan	Same as above
5	City of Paso Robles Municipal Code	Same as above
6	City of Paso Robles Water Master Plan	Same as above
7	City of Paso Robles Urban Water Management Plan 2005	Same as above
8	City of Paso Robles Sewer Master Plan	Same as above
9	City of Paso Robles Housing Element	Same as above
10	City of Paso Robles Standard Conditions of Approval for New Development	Same as above
11	San Luis Obispo County Air Pollution Control District Guidelines for Impact Thresholds	APCD 3433 Roberto Court San Luis Obispo, CA 93401
12	San Luis Obispo County – Land Use Element	San Luis Obispo County Department of Planning County Government Center San Luis Obispo, CA 93408
13	USDA, Soils Conservation Service, Soil Survey of San Luis Obispo County, Paso Robles Area, 1983	Soil Conservation Offices Paso Robles, Ca 93446
14	Draft Bike Plan, 2009	City of Paso Robles Community Development Department 1000 Spring Street Paso Robles, CA 93446



**RESOLUTION NO:**

**A RESOLUTION OF THE CITY COUNCIL  
OF THE CITY OF EL PASO DE ROBLES  
ADOPTING A NEGATIVE DECLARATION FOR THE  
BICYCLE MASTER PLAN**

**WHEREAS**, the City of El Paso de Robles is currently updating the General Plan, Circulation Element; and

**WHEREAS**, the Bicycle Master Plan is consistent with the Draft Circulation Element; and

**WHEREAS**, the Bicycle Master Plan is consistent with other plans adopted and/or being prepared by the City including: 2003 General Plan; 2006 Economic Strategy; Salinas River Plan; and Draft Town Center/Uptown Specific Plan; and

**WHEREAS**, the Bicycle Master Plan is consistent with the State Streets and Highways Code criteria and complies with the California Bicycle Transportation Act, Section 890-894.2; and

**WHEREAS**, the Bicycle Master Plan includes goals, policies and actions to guide implementation of bikeway improvements and programs; and

**WHEREAS**, the Bicycle Master Plan includes bikeway maps identifying new and improved bikeway facilities; and

**WHEREAS**, the Bicycle Master Plan includes a bicycle project improvement list, costs estimates of the improvements, and a list of potential funding sources; and

**WHEREAS**, an Initial Study was prepared pursuant to the California Environmental Quality Act (CEQA) to evaluate whether this project would result in environmental impacts, and the City has determined that the Bicycle Master Plan will not result in significant environmental impacts, and may also result in beneficial impacts as a result of reducing vehicle miles traveled; and

**WHEREAS**, pursuant to the Statutes and Guidelines of the California Environmental Quality Act (CEQA), and the City's Procedures for Implementing CEQA, an Initial Study and a Draft Negative Declaration was prepared and circulated for public review and comment; and

**WHEREAS**, no public comments or responses were received in regard to the Draft Negative Declaration and Initial Study prepared for this project; and

**WHEREAS**, Public Notice of the proposed Draft Negative Declaration was posted as required by Section 21092 of the Public Resources Code; and

**WHEREAS**, a public hearing was conducted by the Planning Commission on November 24, 2009 and the City Council on December 15, 2009 to consider the Initial Study and the proposed Negative Declaration prepared for the proposed project, and to accept public testimony on the Bicycle Master Plan and environmental determination; and

**WHEREAS**, based on the information and analysis contained in the Initial Study prepared for this project and testimony received as a result of the public notice, the City Council finds that there is no substantial evidence that there would be a significant impact on the environment as a result of implementation of the Bicycle Master Plan.

**NOW, THEREFORE, BE IT RESOLVED**, by the City Council of the City of El Paso de Robles, based on its independent judgment, that it does hereby adopt a Negative Declaration for the Bicycle Master Plan in accordance with the Statutes and Guidelines of the California Environmental Quality Act (CEQA) and the City's Procedures for Implementing CEQA.

**PASSED AND ADOPTED** THIS 15th day of December, 2009, by the following roll call vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

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DUANE PICANCO, MAYOR

ATTEST:

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LONNIE DOLAN, DEPUTY CITY CLERK

**RESOLUTION NO.**

**A RESOLUTION OF  
THE CITY COUNCIL  
OF THE CITY OF EL PASO DE ROBLES  
ADOPTING THE BICYCLE MASTER PLAN**

**WHEREAS**, the Bicycle Master Plan is consistent with other plans adopted and/or being prepared by the City including: 2003 General Plan; 2006 Economic Strategy; Salinas River Plan; and Draft Town Center/Uptown Specific Plan; and

**WHEREAS**, the Bicycle Master Plan is consistent with the State Streets and Highways Code criteria and complies with the California Bicycle Transportation Act, Section 890-894.2; and

**WHEREAS**, the Bicycle Master Plan includes goals, policies and actions to guide implementation of bikeway improvements and programs; and

**WHEREAS**, the Bicycle Master Plan includes bikeway maps identifying new and improved bikeway facilities; and

**WHEREAS**, the Bicycle Master Plan includes a bicycle project improvement list, costs estimates of the improvements, and a list of potential funding sources; and

**NOW, THEREFORE, BE IT RESOLVED**, that the City Council of the City of El Paso de Robles does hereby adopt the Bicycle Master Plan.

PASSED AND ADOPTED THIS 15<sup>th</sup> day of December, 2009 by the following Roll Call Vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

\_\_\_\_\_  
DUANE PICANCO, MAYOR

ATTEST:

\_\_\_\_\_  
LONNIE DOLAN, DEPUTY CITY CLERK

PROOF OF PUBLICATION

LEGAL NEWSPAPER NOTICES

PLANNING COMMISSION/CITY COUNCIL  
PROJECT NOTICING

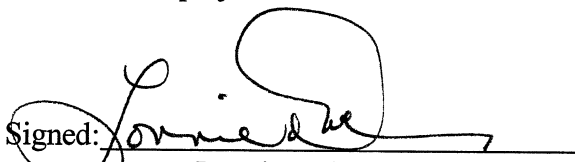
Newspaper: Tribune

Date of  
Publication: November 13, 2009

Hearing  
Date: December 15, 2009  
(City Council)

Project: Bicycle Master Plan (City-Initiated)

I, Lonnie Dolan, employee of the Community  
Development Department, Planning Division, of the City  
of El Paso de Robles, do hereby certify that this notice is  
a true copy of a published legal newspaper notice for the  
above named project.

Signed:   
Lonnie Dolan

forms/newsaffi.691

**CITY OF EL PASO DE ROBLES**  
**NOTICE OF PUBLIC HEARING**  
**AND**  
**NOTICE OF INTENT**  
**TO ADOPT A NEGATIVE**  
**DECLARATION AND THE EL PASO**  
**DE ROBLES BICYCLE**  
**MASTER PLAN**

**NOTICE IS HEREBY GIVEN** that the City Council of the City of El Paso de Robles will hold a Public Hearing on Tuesday, December 15, 2009, at 7:30 p.m. at the City of El Paso de Robles, 1000 Spring Street, Paso Robles, California, in the City Council Chambers, to consider a adopting a Negative Declaration (statement that there will be no significant environmental effects) in accordance with the provisions of the California Environmental Quality Act (CEQA) for the following project:

**El Paso de Robles Bicycle Master Plan.** This is a comprehensive, citywide Bicycle Master Plan. The intent of the plan is to provide convenient, safe bike-ways throughout the City to encourage the use of bicycles as an alternative mode of transportation. The objectives of the plan are to reduce traffic congestion and air pollution, improve recreational opportunities and health benefits for residents. The bike plan includes maps of new and enhanced bikeway facilities. Additionally, the plan includes a downtown bike parking plan, and recommendations to amend the City Zoning Code to require bike racks and commuter shower and changing facilities with new development.

The Bicycle Master Plan includes a series of goals, policies and actions to expand the Safe Routes to School program to increase safe bike routes from neighborhoods to schools, and programs to encourage and educate students on safe riding skills.

A bikeway improvement project list, cost estimate and list of funding sources is also included in the Bicycle Master Plan.

This is a 30-day public review period from November 16, 2009 through December 15, 2009. The proposed Negative Declaration and Bicycle Master Plan may be reviewed at the Community Development Department, 1000 Spring Street, Paso Robles, California. Copies may be purchased for the cost of reproduction.

Written comments on the proposed Bicycle Master Plan and corresponding Negative Declaration may be mailed to the Community Development Department, 1000 Spring Street, Paso Robles, CA 93446, provided that the comments are received prior to the time of the public hearing. Oral comments may be made at the hearing. Should you have any questions regarding this application, please call Susan DeCarli at (805) 237-3970.

If you challenge the Bicycle Master Plan or Negative Declaration application in court, you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice, or in written correspondence delivered to the City Council at or prior to the public hearing.

Susan DeCarli, AICP  
 Planning Manager  
 November 13, 2009  
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